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EXAMINER

AU, SCOTT D

ART UNIT	PAPER NUMBER
2635	6

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Please find below and/or attached an Office communication concerning this application or proceeding.

# Office Action Summary

Application No.

09/834,499

Applicant(s)

GOETZ, JOSEPH R.

Examiner

Scott Au

Art Unit

2635

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

## Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).
- Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

## Status

- 1) ☒ Responsive to communication(s) filed on 08 January 2004.
- 2a) ☐ This action is **FINAL**. 2b) ☒ This action is non-final.
- 3) ☐ Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

## Disposition of Claims

- 4) ☒ Claim(s) 1-20 is/are pending in the application.
- 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) ☐ Claim(s) \_\_\_\_\_ is/are allowed.
- 6) ☒ Claim(s) 1-20 is/are rejected.
- 7) ☐ Claim(s) \_\_\_\_\_ is/are objected to.
- 8) ☐ Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

## Application Papers

- 9) ☐ The specification is objected to by the Examiner.
- 10) ☐ The drawing(s) filed on 12 April 2001 is/are: a) ☒ accepted or b) ☐ objected to by the Examiner.
- Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
- 11) ☐ The proposed drawing correction filed on \_\_\_\_\_ is: a) ☐ approved b) ☐ disapproved by the Examiner.
- If approved, corrected drawings are required in reply to this Office action.
- 12) ☐ The oath or declaration is objected to by the Examiner.

## Priority under 35 U.S.C. §§ 119 and 120

- 13) ☐ Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
- a) ☐ All b) ☐ Some \* c) ☐ None of:
1. ☐ Certified copies of the priority documents have been received.
2. ☐ Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
3. ☐ Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).
- \* See the attached detailed Office action for a list of the certified copies not received.
- 14) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).
- a) ☐ The translation of the foreign language provisional application has been received.
- 15) ☐ Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

## Attachment(s)

- 1) ☒ Notice of References Cited (PTO-892)
- 2) ☐ Notice of Draftsperson's Patent Drawing Review (PTO-948)
- 3) ☒ Information Disclosure Statement(s) (PTO-1449) Paper No(s) 2,4.
- 4) ☐ Interview Summary (PTO-413) Paper No(s) \_\_\_\_\_.
- 5) ☐ Notice of Informal Patent Application (PTO-152)
- 6) ☐ Other:

### **DETAILED ACTION**

This communication is in response to applicant's response to an Office Action, which is filed January 8, 2004.

A response to the claims 1-20 have been entered and made of record in the Application of Goetz for an "Automatic Vehicle Theft Prevention System" filed April 12, 2001.

Claims 1-20 are pending.

### ***Response to Arguments***

Applicant's argument with respected to the pending claims 1-20, filed January 8, 2004, have been fully considered but they are not persuasive for at least the following reasons.

On page 7, first paragraph, Applicant's argument with respect to the invention that Application's specification defines "It is improper to combine the teachings of Iijima and Takagi to render obvious Applicant's invention of independent claim 1 because Iijima would be rendered unworkable for its intended purpose", is not persuasive.

In response to Applicant's argument that there is no suggestion to combine the references, the Examiner recognizes that reference cannot be arbitrarily combined and that there must be some reason why one skilled in the art would be motivated to make the proposed combination of primary and secondary references. *In re Nomiya*, 184 USPQ 607 (CCPA 1975). However, there is no requirement that a motivation to make the modification be expressly articulated. The test for combining references is what the

combination of disclosures taken as a whole would suggest to one of ordinary skill in the art. *In re McLaughlin*, 170 USPQ 209 (CCPA 1971).

Iijima discloses the claimed invention "a transponder circuit (11) (i.e. transponder) for detecting said excitation signal and radiating said return signal, said transponder circuit (11) (i.e. transponder) modulating said excitation signal to produce said return signal containing an identification code for said transponder circuit (11) (i.e. transponder) (col. 3 lines 35-44, col. 7 lines 13-57 and col. 12 lines 31-46) except for "a transponder circuit separate from said ignition key". Takagi teaches that a transponder circuit separate from said ignition key (col. 6 lines 66-67).

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to separate the transponder circuit from said ignition key of system disclosed by Takagi et al. into system of Iijima et al. because Takagi et al. teach separating the transponder from the key as an alternative to combining the two in order to achieve the same end result.

On page 8, Applicant's argument with respect to the pending claim 6 filed January 8, 2004, is persuasive. Therefore the examiner has withdrawn the rejections.

### ***Claim Rejections - 35 USC § 103***

The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the

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invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

Claims 1,3-4, and 8-9 are rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948).

Referring to claim 1, Iijima et al. disclose an automatic vehicle theft prevention system for selectively enabling an ignition system of a vehicle, said ignition system being operable using an ignition key, and said system comprising:

an interrogator circuit (2 and 3) (i.e. a vehicular antenna and transmitter-receiver) including a signal generator (3) (i.e. a transmitter-receiver) for generation an excitation (i.e. a pulse signal waves) signal and an antenna (2) (i.e. a vehicle antenna) coupled to said signal generator (3) (i.e. a transmitter-receiver) for radiating said excitation signal and receiving a return signal (col. 3 line 31 to col. 4 line 16 and col. 7 lines 15-30; see Figures 1-3);

a controller (203) (i.e. an immobilizer unit) in communication with said antenna (221) for detecting said identification code (i.e. an ID number) in said return signal (col. 12 lines 26-65; see Figure 8); and

a relay (263) actuated to an enable mode by said controller (203) (i.e. an immobilizer unit) when said controller (203) detects said identification code (i.e. a ID number), said relay (263) being actuated to enable said ignition system ( col. 8 lines 29-65 and col. 9 lines 29-45; see Figure 8).

However, Iijima et al. did not explicitly disclose a transponder circuit separate from said ignition key for detecting said excitation signal and radiation said return signal, said transponder circuit modulating said excitation signal to produce said return signal containing an identification code for said transponder circuit.

In the same field of endeavor of unauthorized vehicle access system, Takagi et al. teach a transponder circuit (18a) (i.e. a transponder circuit) separate from said ignition key (18) (i.e. a key) for detecting said excitation signal and radiation said return signal, said transponder circuit (18a) (i.e. a transponder circuit) modulating said excitation signal to produce said return signal containing an identification code (i.e. an ID code) for said transponder circuit (18a) (col. 4 lines 12- 24 and col.6 lines 66-67; see Figure 2) in order to access the vehicle in case an original key is lost and possibility there is an additional key in the vehicle that the driver can use to start the ignition system.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to separate the transponder circuit from said ignition key for detecting said excitation signal and radiation said return signal, said transponder circuit modulating said excitation signal to produce said return signal containing an identification code for said transponder circuit of system disclosed by Takagi et al. into system of Iijima et al. because Takagi et al. teach separating the transponder from the key as an alternative to combining the two in order to achieve the same end result.

Referring to claim 3, Iijima et al. in view of Takagi et al. disclose the method of claim 1, Takagi et al. disclose further wherein said excitation signal provides power to said transponder circuit (col. 2 lines 40-46 and col. 6 lines 28-30).

Referring to claim 4, Iijima et al. in view of Takagi et al. disclose the method of claim 1, Iijima et al. disclose further wherein said controller (203) (i.e. an immobilizer unit) comprises: an input (224) (i.e. a demodulator) for receiving a predetermined authorized identification code (i.e. an ID number); and a memory element (231) in communication with said input (224) (i.e. a demodulator) for storing said predetermined authorized identification code (i.e. an ID number), said controller (203) (i.e. an immobilizer unit) to said enable mode in response to a match between said detected identification code (i.e. an ID number) and said predetermined authorized ( col. 4 lines 39-46, col. 4 line 63 to col. 5 line 3 and col. 9 lines 31-45; see Figures 4 and 5).

Referring to claim 8, Iijima et al. in view of Takagi et al. disclose the method of claim 1, Iijima et al. disclose further wherein said relay (263) is actuated to a disable mode whenever said controller fails to detect said identification code (col. 9 lines 31-45).

Referring to claim 9, Iijima et al. in view of Takagi et al. disclose the method of claim 1, Iijima et al. disclose further wherein said ignition system includes an ignition switch (262) (i.e. an ignition start switch) and a starter mechanism (264) (i.e. a starter motor), and said system further comprises:

an input (204) (i.e. a key) configured to be coupled to an output (i.e. a battery) of said ignition switch, and said input (204) being in communication with an input (204) of said relay (263); and

an output (i.e. a battery) in communication with an enable mode output (i.e. a battery) of said relay (263) and configured to be coupled to an input (204) of said starter mechanism (264) (col. 8 lines 31-34 and col. 9 lines 31-40).

Claim 2 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 1 above, and further in view of Tuttle (US# 6,112,152).

Referring to claim 2, Iijima et al. in view of Takagi et al. disclose a system of claim 1 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose the transponder circuit is a mobile radio frequency identification (RFID) data carrier including a memory element for storing said identification code.

In the same field of endeavor of key assembly for vehicle access system, Tuttle teaches that a transponder circuit is a mobile radio frequency identification (RFID) data carrier including a memory element for storing said identification code (col. 2 lines 34-41; see Figure 3).

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include that a transponder circuit is a mobile radio frequency identification (RFID) data carrier including a memory element for storing said



identification code of system disclosed by Tuttle into system of Iijima et al. and Takagi et al. with the motivation for doing so would allow a transponder circuit acts as a RFID carrier with a memory included.

Claim 5 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 4 above, and further in view of Tallman et al. (US# 6,175,308).

Referring to claim 5, Iijima et al. in view of Takagi et al. disclose a system of claim 4 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose wherein the input is a data port configured for interconnection with an external programming device, said external programming device providing said predetermined authorized access code.

In the same field of endeavor of duress security system, Tallman et al. teach wherein the input is a data port (251) (i.e. data port) configured for interconnection with an external programming device (i.e. personal computer), said external programming device providing said predetermined authorized access code (col. 6 lines 40-63) in order to program the processor.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include an input is a data port configured for interconnection with an external programming device, said external programming device providing said predetermined authorized access code of duress security system

disclosed by Tallman et al. into system of Iijima et al. and Takagi et al. with the motivation for doing so would allow a programming device to program ID code used in the automatic vehicle theft prevention system.

Claim 6 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 4 above, and further in view of Bethards (US# 5,040,212).

Referring to claim 6, Iijima et al. in view of Takagi et al. disclose a system of claim 4 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose wherein said input is said antenna configured for radio frequency communication with an external programming device, said external programming device providing said predetermined authorized access code.

In the same field of endeavor of programming code, Bethards teaches wherein said input is said antenna (62) (i.e. antenna) configured for radio frequency communication with an external programming device (10 or 20), said external programming device providing said predetermined authorized access code (col. 3 line 63 to col. 4 line 6 and col. 4 lines 35-45; see Figures 2-3) in order to transfer codebook data to the subscriber unit.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include an antenna configured for radio frequency communication with a codebook data disclosed by Bethards into controller device of

Iijima et al. and Takagi et al. with the motivation for doing so would allow the preset code in the controller is used to communicate with the transponder to operate the vehicle system.

Claim 7 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 4 above, and further in view of Strohbeck (US# 6,580,972).

Referring to 7, Iijima et al. in view of Takagi et al. disclose a system of claim 4 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose wherein an identification code is a first identification code; said predetermined authorized identification code is a first predetermined authorized identification code; said input of said controller is configured to receive a second predetermined authorized identification code; said memory element is configured to store said second predetermined authorized code; and said system further comprises a second RFID data carrier separate from said ignition key for detecting said excitation signal and radiating said return signal, said second RFID data carrier including a memory element for storing a second identification code for said second RFID data carrier, and said second RFID data carrier modulating said excitation signal to produce said return signal containing said second identification code, wherein when said controller detects a match between said detected second identification code and said second predetermined authorized

identification code, said relay is actuated to said enable mode to enable said ignition system.

In the same field of endeavor of keyless vehicle access system, Strohbeck teaches wherein an identification code is a first identification code (S1) (i.e. a special data); said predetermined authorized identification code is a first predetermined authorized identification code (V1) (i.e. a confidential data); said input of said controller (10) (i.e. a control device) is configured to receive a second predetermined authorized identification code (V2); said memory (12) element is configured to store said second predetermined authorized code (V2); and said system further comprises a second RFID data carrier (T2) (i.e. a second transponder) separate from said ignition key for detecting said excitation signal and radiating said return signal, said second RFID data carrier (T2) including a memory (i.e. memory storage) element for storing a second identification code (S2) for said second RFID data carrier (T2), and said second RFID data carrier (T2) modulating said excitation signal to produce said return signal containing said second identification code (S2), wherein when said controller (10) detects a match between said detected second identification code (S2) and said second predetermined authorized identification code (V2), said relay is actuated to said enable mode to enable said ignition system (col. 2 lines 60-67, col. 3 line 58 to col. 4 line 4 and col. 4 line 63 to col. 5 line 5; see Figure 1) in order to obtain an authorization code is match to operate the vehicle.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include that an identification code is a first

identification code; said predetermined authorized identification code is a first predetermined authorized identification code; said input of said controller is configured to receive a second predetermined authorized identification code; said memory element is configured to store said second predetermined authorized code; and said system further comprises a second RFID data carrier separate from said ignition key for detecting said excitation signal and radiating said return signal, said second RFID data carrier including a memory element for storing a second identification code for said second RFID data carrier, and said second RFID data carrier modulating said excitation signal to produce said return signal containing said second identification code, wherein when said controller detects a match between said detected second identification code and said second predetermined authorized identification code, said relay is actuated to said enable mode to enable said ignition system of system disclosed by Strohbeck into the system of Iijima et al. and Takagi et al. with the motivation for doing so would allow the secondary person with the additional transponder to operate the vehicle.

Claim 10 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 1 above, and further in view of Weber (US# 3,784,839).

Referring to claim 10, Iijima et al. in view of Takagi et al. disclose a system of claim 1 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose wherein said ignition system includes an ignition switch activated by said ignition key,

and said system further includes a latching relay actuated in response to a momentary actuation of said relay when said controller detects said identification code, said latching relay being adapted to remain latched until said ignition switch is deactivated.

In the same field of endeavor of anti-theft apparatus, Weber discloses wherein said ignition system includes an ignition switch activated by said ignition key, and said system further includes a latching relay actuated in response to a momentary actuation of said relay when said controller detects said identification code, said latching relay being adapted to remain latched until said ignition switch is deactivated (col. 1 lines 37-60) in order to keep the engine running until the ignition key is removed.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include that the ignition system includes an ignition switch activated by said ignition key, and said system further includes a latching relay actuated in response to a momentary actuation of said relay when said controller detects said identification code, said latching relay being adapted to remain latched until said ignition switch is deactivated of apparatus disclosed by Weber into system of Iijima et al. and Takagi et al. with the motivation for doing so would allow the ignition system remain running until ignition switch is deactivated.

Claim 11 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) and Weber (US# 3,784,839) as applied to claim 10 above, and further in view of Flanagan (US# 3,864,651).

Referring to claim 11, Iijima et al. in view of Takagi et al. and Weber disclose a system of claim 10 above. However, Iijima et al. in view of Takagi et al., and Weber did not explicitly disclose further comprising an override switch in communication with an input of said latching relay wherein activation of said override switch causes said latching relay to be latched to continuously enable said ignition system.

In the same field of endeavor of magnetic relay system, Flanagan discloses further comprising an override switch (10) (i.e. a magnetic relay acts as an override switch) in communication with an input of said latching relay wherein activation of said override switch (10) causes said latching relay (26) (i.e. a latching switch) to be latched to continuously enable said ignition system (col. 3 lines 39-66; see Figure 1) in order to permits the automobile to start.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include an override switch in communication with an input of said latching relay wherein activation of said override switch causes said latching relay to be latched to continuously enable said ignition system disclosed by Flanagan into the system of Iijima et al., Takagi et al. and Weber with the motivation for doing so would allow the override switch enabling the ignition system running.

Claim 12 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948), Weber (US# 3,784,839)

and Flanagan (US# 3,864,651) as applied to claim 11 above, and further in view of Hansen (US# 4,412,267).

Referring to claim 12, Iijima et al. in view of Takagi et al., Weber and Flanagan disclose a system of claim 11 above. However, Iijima et al. in view of Takagi et al., Weber and Flanagan did not explicitly disclose wherein activation of said override switch causes said latching relay to remain latched to continuously enable said ignition system only following actuation of said latching relay by said relay.

In the same field of endeavor of a relay circuit device, Hansen discloses wherein activation of said override switch (SW3) causes said latching relay (24a) to remain latched to continuously enable said ignition system only following actuation of said latching relay by said relay (col. 3 line 61 to col. 4 line 9; see Figure 1) in order to energize the main relay coil.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include that an activation of said override switch causes said latching relay to remain latched to continuously enable said ignition system only following actuation of said latching relay by said relay of system disclosed by Hansen into the system of Iijima et al., Takagi et al., Weber and Flanagan with the motivation for doing so would allow the override switch to cause latching relay to be latched continuously enabling the ignition system running.



Claim 13 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948), Weber (US# 3,784,839) and Flanagan (US# 3,864,651) as applied to claim 11 above, and further in view of Dodd et al. (US# 5,313,189).

Referring to claim 13, Iijima et al. in view of Takagi et al., Weber and Flanagan disclose a system of claim 11 above. However, Iijima et al. in view of Takagi et al., Weber and Flanagan did not explicitly disclose an indicator in communication with an output of said override switch and energized when said override switch is activated.

In the same field of endeavor of vehicle safety system, Dodd et al. disclose an indicator (51) (i.e. a warning indicator) in communication with an output of said override switch (50) and energized when said override switch (50) is activated (col. 4 lines 53-67; see Figure 11) in order to indicate the override switch is on.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to add an indicator in communication with an output of said override switch and energized when said override switch is activated of system disclosed by Dodd et al. into system of Iijima et al., Takagi et al., Weber and Flanagan with the motivation for doing so would allow an indication of the override switch when being active.

Claim 14 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948) as applied to claim 1 above, and further in view of Bryant et al. (US# 5,155,494).

Referring to claim 14, Iijima et al. in view of Takagi et al. disclose the system of claim 1 above. However, Iijima et al. in view of Takagi et al. did not explicitly disclose wherein said antenna is configured for placement inside a passenger compartment of said vehicle.

In the same field of endeavor of vehicle antenna system, Bryant et al. disclose wherein said antenna is configured for placement inside a passenger compartment of said vehicle (col. 3 lines 41-51 and col. 4 lines 55-60) in order for the signal to broadcast to another antenna.

Therefore, it would have been obvious to a person of ordinary skill in the art at the time of the invention was made to include that an antenna is configured for placement inside a passenger compartment of said vehicle of antenna system disclosed by Bryant et al. into system of Iijima et al. and Takagi et al. with the motivation for doing so would allow the communication of an on board controller with the transponder.

Claims 15 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948).

Referring to claim 15, Iijima et al. in view of Takagi et al. disclose an automatic vehicle theft prevent system, to the extent as claimed with respect to claim 1 above, and the system further including:

a mobile radio frequency identification (RFID) data carrier (18a) (i.e. a transponder) separate from said ignition key (18) for detecting said excitation signal and radiation said return signal, said RFID data carrier(18a) including a memory element for storing an identification for said RFID data carrier (18a), and said RFID data carrier (18a) modulating said excitation signal to produce said return signal containing said identification code (col. 2 lines 41-46, col. 6 lines 18-36 and col. 6 lines 66-67) (Takagi et al.)

a controller (203) (i.e. an immobilizer unit) in communication with said antenna (221) for detecting said identification code (i.e. an ID number) in said return signal, said controller including:

an input (202) (i.e. an antenna unit) for receiving a predetermined authorized identification code; and

a memory element (231) in communication with said input (202) (i.e. an antenna unit) for storing said predetermined authorized identification code; and

a relay (263) actuated to an enable mode by said controller (202 and 203) when said controller (203) (i.e. an immobilizer unit) detects a match between said detected identification code and said predetermined authorized identification code, and said relay (263) being actuated to said enable mode to enable said ignition system.(col. 8 lines 29-65 and col. 9 lines 29-45; see Figure 8) (Iijima et al.); and

a relay (263) actuated by said controller (203) (i.e. an immobilizer unit) to one of an enable mode and a disable mode, said relay (263) being actuated to said enable mode to enable said ignition system in response to detection of said identification code, and said relay (263) being actuated to said disable mode to disable said ignition system whenever said controller fails to detect said identification code (col. 8 lines 29-65 and col. 9 lines 29-45; see Figure 8) (Iijima et al.).

Referring to claim 16, Iijima et al. in view of Takagi et al. and Tallman disclose a vehicle theft prevention system in claim 1, claim 16 same in that the combine of claims 5 and 6 already addressed above. Therefore, claim 16 is also rejected for the same reasons given with respect to claims 5 and 6 combined.

Referring to claim 17, Iijima et al. in view of Takagi et al. and Strohbeck disclose a vehicle theft prevention system in claim 1, claim 17 same in that of claim 7 already addressed above. Therefore, claim 17 is also rejected for the same reasons given with respect to claim 7.

Claims 18 is rejected under 35 U.S.C. 103(a) as being unpatentable over Iijima et al. (US# 5,708,307) in view of Takagi et al. (US# 6,285,948).

Referring to claim 18, Iijima et al. in view of Takagi et al. disclose an automatic vehicle theft prevent system, to the extent as claimed with respect to claim 1 and 15 above, and the system further including:

a relay (263) actuated by said controller to one of an enable mode (i.e. in a close mode position) and a disable mode (i.e. in a open mode position), said relay (263) being actuated to said enable mode (i.e. in a close mode position) to enable said ignition system in response to detection of said identification code, and said relay (263) being actuated to said disable mode (i.e. in a open mode position) to disable said ignition system whenever said controller fails (i.e. ignition cannot start) to detect said identification code (col. 9 lines 17-45; see Figure 8) (Iijima et al.).

Referring to claim 19, Iijima et al. in view of Takagi et al. and Bryant et al. disclose a vehicle theft prevention system in claim 1, claim 19 same in that of claim 14 already addressed above. Therefore, claim 19 is also rejected for the same reasons given with respect to claim 14.

Referring to claim 20, Iijima et al. in view of Takagi et al., Weber, Flanagan, Hansen, Dodd et al. and Bryant et al. disclose a vehicle theft prevention system in claim 1, claim 20 same in that the combine of claims 10,11,12 and 13 already addressed above. Therefore, claim 20 is also rejected for the same reasons given with respect to claims 10,11,12 and 13 combined.

**Conclusion**

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Scott Au whose telephone number is (703) 305-4680. The examiner can normally be reached on Mon-Fri, 8:30AM – 5:00PM.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Michael Horabik can be reached at (703) 305-4704. The fax phone numbers for the organization where this application or proceeding is assigned are (703)-872-9306.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is (703)-305-3900.

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